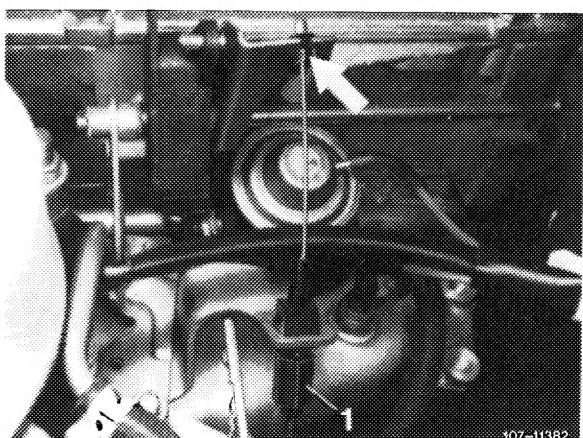
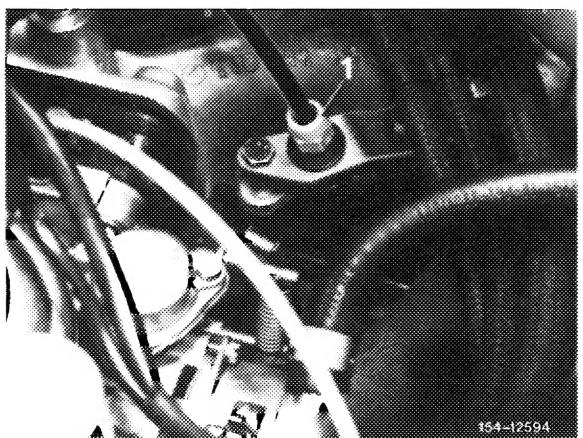


**A. Gasoline engines with carburetor**

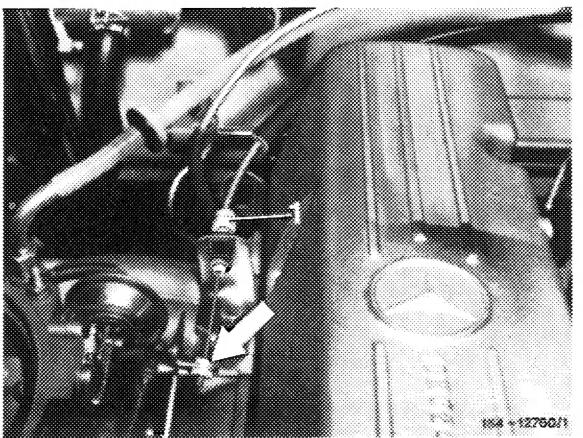
- 1 Turn adjusting nut (1) at idle speed and with engine at operating temperature in such a manner that the wire strand rests free of stress against regulation with the least possible play.



Engine 110

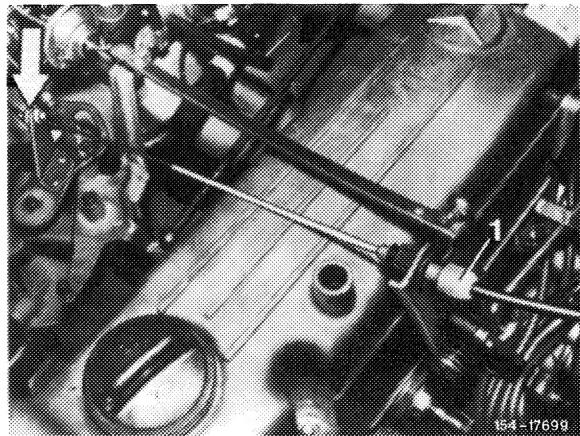


Engine 115



Engine 123 without longitudinal regulating shaft

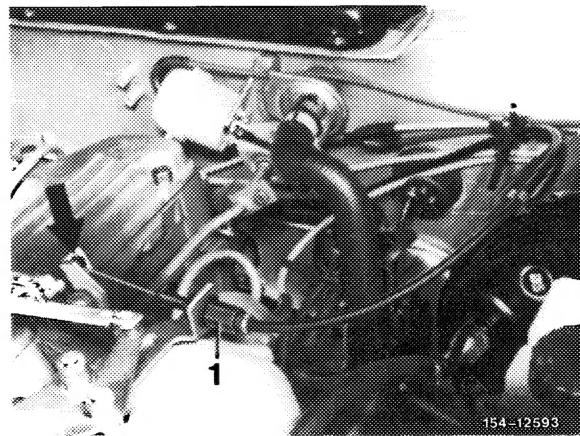
Engine 123 with longitudinal regulating shaft



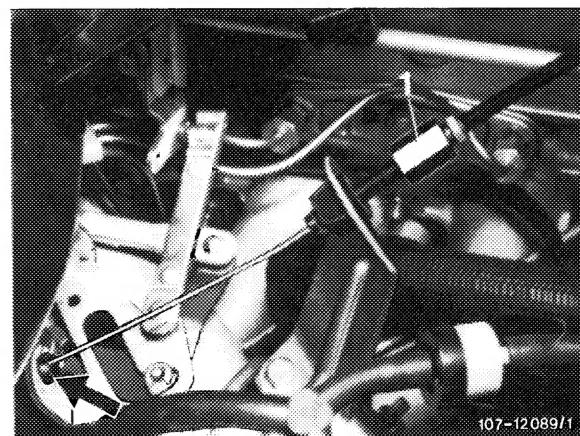
## B. Gasoline engines with injection system

- 1 Turn adjusting nut (1) in such a manner that the wire strand rests free of stress against regulation with the least possible play.

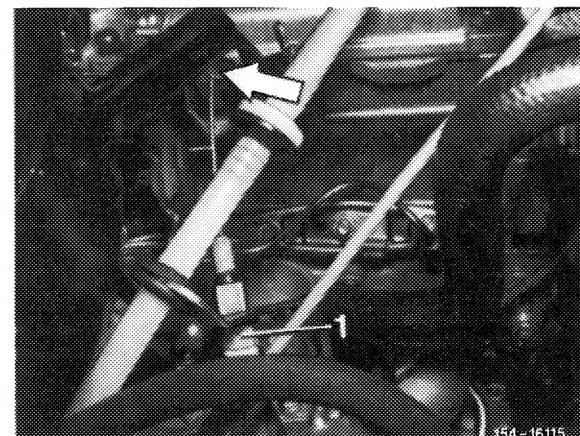
Engine 110 with electronic injection system

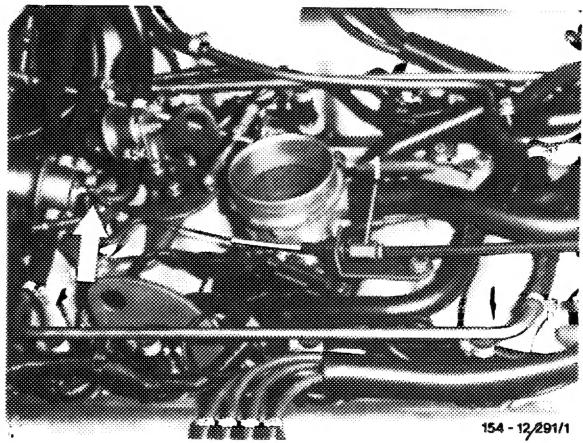


Engine 110 with CIS injection system,  
lefthand steering

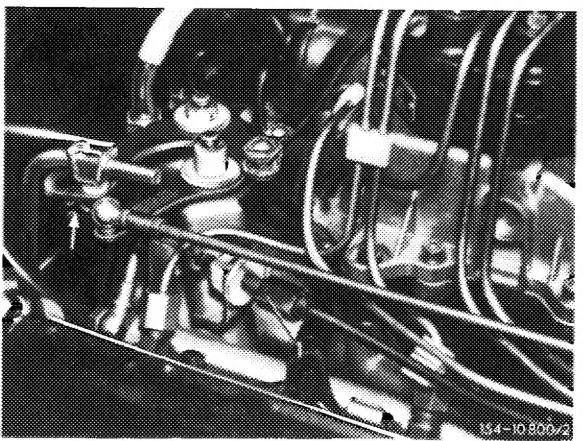


Engine 110 with CIS injection system,  
righthand steering





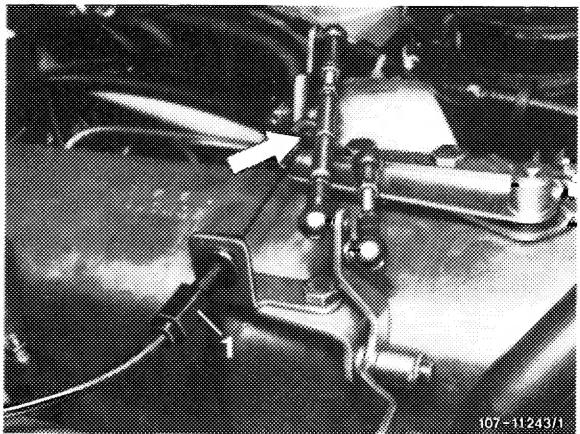
Engines 116, 117 with electronic  
injection system



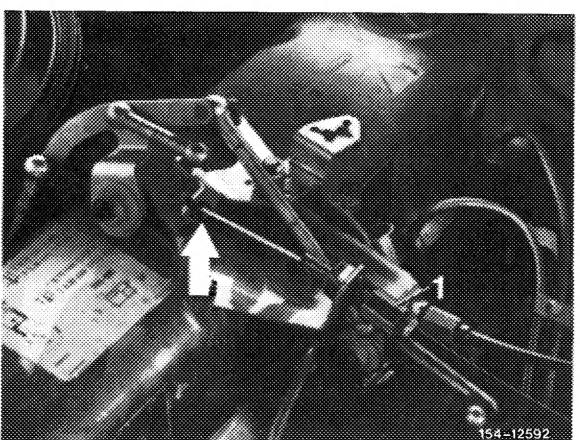
Engines 100, 116, 117 with CIS  
injection system

### C. Diesel engines

- 1 Turn idle speed adjuster completely to the right. Push emergency stop button and turn adjusting nut (1) so that the wire strand rests free of stress against regulation with the lowest possible play.

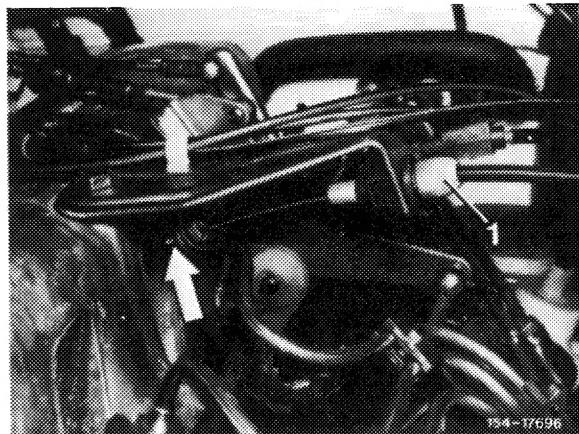


Engine 617 (model 115)



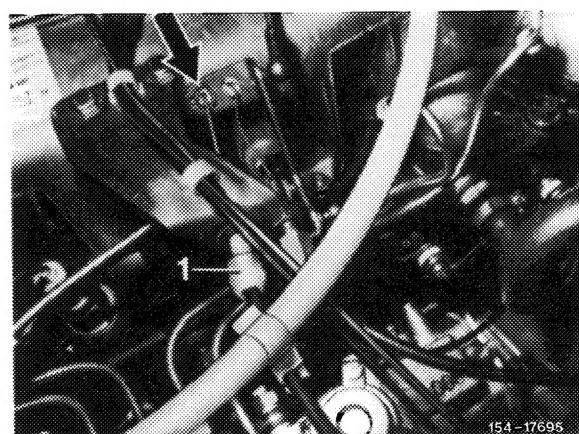
Engines 616 and 617 (model 123)  
without longitudinal regulating shaft

**Engine 616 and 617 with longitudinal regulating shaft (model 123, lefthand steering)**



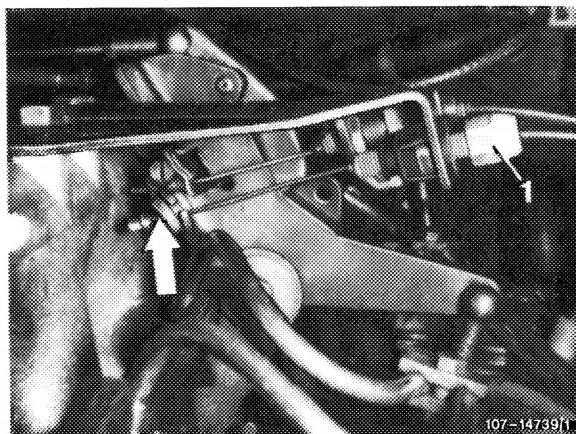
154-17696

**Engine 616 and 617 (model 123 righthand steering)**



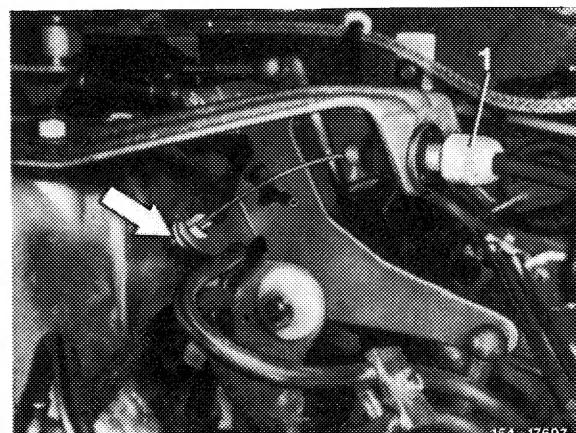
154-17695

**Engine 617 up to USA model year 1979  
(model 116)**



107-147391

**Engine 617 starting USA  
model year 1980 (model 116)**



154-17697